

MILKMAID
STERILIZED
NATURAL MILK
IS
PURE, FRESH
COWS MILK.

SECOND EDITION. The China Mail. ESTABLISHED 1845

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PUBLISHED BY
HONGKONG AND SOUTH CHINA
By the Rev. G. A.
HINCHY, M.A.
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"CHINA MAIL" Office.
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No 15,847.

號七十月二年四十一百九千一

HONGKONG, TUESDAY, FEBRUARY 17, 1914

庚申年正月十三日

PRICE, 88.00 Per Month.

WATSON'S E. BRANDY

Finest very old. Brown
Brandy. Guaranteed 25 years
age in wood. *The finest liquor
Brandy on the market.*

A. S. WATSON & Co., Ltd.
ALEXANDRA BUILDINGS.

UMEMOTO.

PROFESSIONAL TATTOOER.
Orders attended to at the residence of
Customers, if desired.
Finest work done by hand only.
No. 12, Queen's Road East,
Hongkong, Oct. 2, 1912. 1190

SPORTING.

Association Football.

88th COY., R.G.A., D.C.L.I. RESERVE.
These teams met yesterday in 2nd Division United Services League. Teams:—
88th Coy., R.G.A.—Allen; Palsan, Sandford; Buckland, Stanley, Townsend; Draper, Corbin, Watson, Desborough, Faulkner.
D.C.L.I. Reserve—Fitzgerald; "Baldwin, Perry; Bartlett, Linton, Connors; Davis, Bennett, Farley; Buck, Ryan.
Referee, Mr. F. W. Eager.
For the "Duke," Bennett scored after 15 minutes play. The gunners had plenty of chances, but muddled them. Palsan pulled up the "Dukes" forwards in clever fashion. At the other end, Watson eluded the backs but Fitzgerald made a fine save. Faulkner and Corbin also tried shots that found the custodian alert and the interval arrived with the score sheet.—D.C.L.I. Res., 1; 88th Coy., R.G.A., 0.
The second half saw some fine defending by the infantrymen. Corbin, however, after a few minutes managed to get the equalizer for the gunners. The "Dukes" played up in much better style, and after Davis and Farley had tried unsuccessfully, Buck put them ahead. Soon the "Dukes" forwards were again in close proximity to the gunners' custodian, and Allen made a save when it looked odds on another goal. Near the finish, Watson headed into goal but a defender, it is alleged, kicked it back through the broken net. The Referee was not satisfied that a goal was scored and did not allow it. This caused some discussion and the 88th Coy., R.G.A., stated they would appeal. The match finally ended in a win for the "Dukes," the score being:—D.C.L.I. Res., 2; 88th Coy., R.G.A., 1.

The cup presented for rifle shooting at Wuchow by Mr. George Danker has been won by one of the students of H.M.S. Robin with a score of 45 out of a possible 50 in competition against the Wuchow R.C. and all the gunboats on the river.

Sir Hilfred Carlile, M.P., has sent a cheque for 100,000 guineas to the Bedford College Endowment Fund as a memorial to his mother, Mrs. Edward Carlile.

Sir Hilfred Carlile has been Unionist member for the St. Albans Division of Hertfordshire since 1906, and was a partner in Messrs. J. and P. Coats (Limited).

The donation is believed to be the largest individual gift that has ever been made for the education of women in this country. Beyond the stipulation that no part of the money is to be used for building, no condition whatever is attached to the gift, which will go a long way towards establishing the college on as firm a financial basis as could be desired.

It is too early yet to say how the money will be used, as the council will not have the question under consideration until the end of the month. It is hoped, however, that Sir Hilfred Carlile's gift will lead to a considerable increase in the number of professorial chairs at the college.

Beware of Colds.

CHILDREN are much more likely to contract the infectious diseases when they have colds. Whooping cough, diphtheria, scarlet fever and consumption are diseases that are often contracted when a child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It is a safe and reliable remedy for all colds, coughs, and croup.

BUSINESS NOTICES.

A GENERAL FAVOURITE

BOTH IN THE KITCHEN AND
DINING ROOM.

MILKMAID

STERILIZED

NATURAL

MILK.



Pleases Everybody because it is Reliable. It is Pure, Rich,

fresh Milk. Preserved only by the process of Sterilization, NOT

CONDENSED. Obtainable at all stores; packed in two sizes.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 17th FEBRUARY.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
10 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

WEDNESDAY, 18th FEBRUARY.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
10 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

A Telephone Service has been recently installed on the Company's Steamers.
Day Steamers Call No. 778, Night Steamers Call No. 779.

HONGKONG-MACAO LINE.

S.S. 'SUI-TAI.' S.S. 'TAISHAN'

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Departures at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M., Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 22nd FEBRUARY.

The Company's New Steamship "TAISHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.
N.B.—There will be no Steamer from Hongkong at 12.30 p.m. on Sunday 15th instant.

F.A.R.E.S.

Saloon Single \$3, Return \$5.
1st Class Single \$1.50, Return \$2. 2nd Class Single \$1, Return \$1.50.
Staterooms:—Saloon \$1 per person each way. 1st & 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'SUI-TAI.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

S.S. 'HOI-SANG.'

Departures from Macao to Canton on Tuesday, Thursday and Sunday at 9 P.M.
Departures from Canton to Macao on Monday, Wednesday and Friday, at 4.30 P.M.

JOINT SERVICE OF THE
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE LING-SUI-SUI NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'ZAI-NAM.' 688 Tons, and S.S. 'NANNING.' 568 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "KANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANHONGS (First Floor).

Opposite Blake Pier.

NOTICE.

WE HAVE THIS DAY REMOVED
from Victoria Building to No. 5,
PATERSON BUILDING, Telephone No. 1132.
BENJAMIN & PUTTS,
Share and General Brokers.
Hongkong, Feb. 12, 1914. 1193

SIN TING.

Surgeon Dentist

No. 14, D'ARCADE STREET.

TERMS VERY MODERATE

Consultation Free.

MOTOR CAR TRIPS IN HONGKONG AND NEW TERRITORY.

THE HONGKONG AND KOWLOON WHARF
TRAVEL CO., LTD., undertake
the conveyance of MOTOR CARS between
Hongkong and Kowloon in their special
motor lighters. Carriages for Motor Cars
provided.

Rates each day \$2.00 per car
(including K.T. Wharfage and Porters)

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, PAINTERS AND REPAIRERS, BOILERMAKERS, FORGE,
MAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'
Pumps empty Dock in 3 1/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons—displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. RENN, can be seen between the hours of 11 a.m. and 12 noon
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—'TAIKOODOCK.' TELEPHONE NO. 212.

TIFFIN

A SPECIAL TIFFIN WILL BE SERVED PROMPTLY AT 12 NOON EVERY

RACE DAY

JUST JUMP INTO THE CAR AT THE RACE COURSE AND YOU CAN
OBTAIN A FIRST CLASS TIFFIN \$1.00 AT THE ALEXANDRA CAFE

AN EXTRA SPECIAL DINNER EVERY EVENING DURING RACE WEEK.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

186 J. R. TAGGART Manager.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephones in all rooms. First-class, Cuisine, Lounge, Smoking and Ladies' Rooms.

Roof Garden.

Terms:—From \$5 per day. May

Telegraph Ad: 'Peakful.'

P. O. FEUSTER,
Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION

ELECTRIC LIGHT & FANS THROUGHOUT.

P. REICHERMANN, Proprietor.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training
Europeans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin and Hakka.

Those who have learned the Chinese
language are requested to write one of
Chinese, Mand. or Hakka to Mr. Li Hon Fan,
Wood Road, 1st floor.

Hongkong, May 17, 1913.

SINGON & CO.

ESTABLISHED A.D. 1850.

IRON, STEEL, METAL AND HARD
WARE MERCHANTS. Wholesale
and Retail. Ironmongers, Pig Iron and
Foundry Casts Importers. General Store-
keepers and Shipchandlers. Nos. 35 and
37, HING LOONG STREET, (2nd Street, west
of Central Market) Telephone No. 515.

Hongkong, September 4, 1913.

THE CARLTON HOTEL

Recently Renovated and Refurnished.

Self-Contained Suite of Apartments with Private

Bath-rooms attached. Luxurious, Furnished Lounge, Drawing, Reading

and Writing Rooms.

ENTRANCE HALL.

Telephone No. 1111.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., (D.) Portland Cement

In Casks of 375 lbs. net.

In Bags of 50 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A
Speciality.

NOTE ADDRESS.

ICE HOUSE HONGKONG.

WEISMANN'S

FOR BREAD

WEISMANN'S

FOR CAKES

WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 10, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

Cadbury "BOURNVILLE COCOA" represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1910.

CALBECK MACGREGOR & CO.

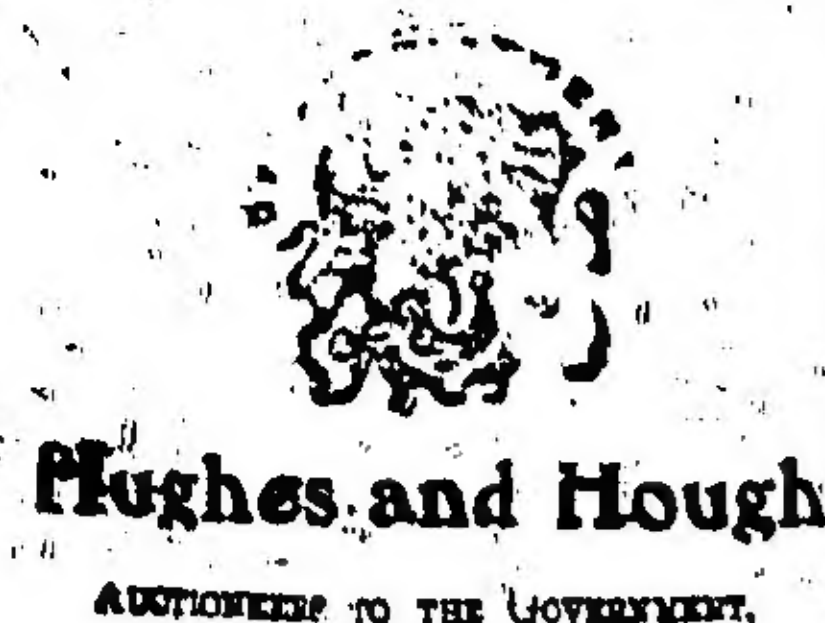
ESTABLISHED 1864.

CLUB CIGARETTES

\$3.75 PER 100

Pure Egyptian Tobacco

Specially prepared cases.



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AND

Share, Coal and

General Brokers.

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"TO-KWA-WAN"

COAL STORAGE.

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A.B.C. 4th & 5th Editions.

A1. TELEGRAPHIC CODES.

Telegraphic Address

MERRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

THURSDAY,

the 19th February, 1914, at 11 a.m.

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

SEVERAL CASES OF TOYS

Comprising:-

MECHANICAL TOYS, ANIMALS,

DOLLS, GARDEN TOOLS,

TOY GUNS AND SWORDS,

RAILWAYS, COOKING SETS,

MUSICAL BOXES,

&c., &c., &c.

TERMS:-As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Feb. 13, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 20th February, 1914, commencing at

2.30 p.m. at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

A QUANTITY OF

VALUABLE BLACKWOOD

AND SUNDY TEAKWOOD

FURNITURE,

Comprising, as follows:-

TEAKWOOD-Dining and Drawing

Room Suite, Upholstered Arm-chairs and

Sofas, Carpets and Rugs (new), Brass and

Brass-mounted Bedsteads, Bed Room

Suits, Bureaux, Wardrobes, Washstands,

&c., Dining Room Furniture, Sideboards,

Dinner Waggon, Extension Dining

Tables and Chairs, etc., etc. Dinner and

Desert Services, Crockery, Sundry Glass

Ware, Cooking Stoves, Cutlery, &c.,

Brass, Fenders and Fire Brackets,

&c., &c., &c.

Also

1 Upright Iron Grand Piano in good

condition, 1 Piano by Schnell, Inlaid

Trays, Blackwood Card Table, Cabinets,

Charmstools, Side Tables, Desks, a variety

of Stands, etc., etc., and a few pieces of

Chinese Porcelain, and 2 Fowling Places

in very good order.

(Full Particulars from Catalogue.)

TERMS:-As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Feb. 13, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

MONDAY,

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 20th February, 1914, at 2.30 p.m.

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

TWO NEW RICKSHAS

ENGLISH MAKE.

Terms:-As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Feb. 13, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

TUESDAY,

the 24th February, 1914, at 2.30 p.m.

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

SEVERAL CASES OF CLOCKS

Comprising a large and varied

assortment.

The above is entirely new stock and will

be sold without reserve.

TERMS:-As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Feb. 13, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

THURSDAY,

the 19th February, 1914, at 11 a.m.

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

SEVERAL CASES OF TOYS

Comprising:-

MECHANICAL TOYS, ANIMALS,

DOLLS, GARDEN TOOLS,

TOY GUNS AND SWORDS,

RAILWAYS, COOKING SETS,

MUSICAL BOXES,

&c., &c., &c.

TERMS:-As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Feb. 13, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 20th February, 1914, commencing at

2.30 p.m. at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

A QUANTITY OF

VALUABLE BLACKWOOD

AND SUNDY TEAKWOOD

FURNITURE,

Comprising, as follows:-

TEAKWOOD-Dining and Drawing

Room Suite, Upholstered Arm-chairs and

Sofas, Carpets and Rugs (new), Brass and

Brass-mounted Bedsteads, Bed Room

Suits, Bureaux, Wardrobes, Washstands,

&c., Dining Room Furniture, Sideboards,

Dinner Waggon, Extension Dining

Tables and Chairs, etc., etc. Dinner and

Desert Services, Crockery, Sundry Glass

Ware, Cooking Stoves, Cutlery, &c.,

Brass, Fenders and Fire Brackets,

&c., &c., &c.

Also

1 Upright Iron Grand Piano in good

HONGKONG ASSOCIATION LEAGUE

RESULTS AND POSITIONS ON

JAN. 19TH.

FIRST DIVISION.

Results.

Derby County 2 Manchester City 4

Newcastle United 3 W. Brom. Albion 3

Barnley 2 Bolton Wanderers 2

Middlesbrough 3 Blackburn Rovers 0

Liverpool 1 Everton 2

Sheff. North End 2 Sheff. Wed. 0

Aston Villa 2 Sunderland 0

Manchester United 0 Chelsea 0

Sheff. United 1 Bradford City 1

Tottenham Hotspur 3 Oldham Athletic 1

Pos. W. D. L. Pts.

Blackburn Rovers 24 12 7 5 31

Manchester City 23 13 2 8 28

Sunderland 22 11 6 5 28

Bolton Wanderers 22 10 7 5 27

Bradford City 22 10 7 5 27

Oldham Athletic 23 11 4 8 26

West Bromwich Albion 23 10 5 8 26

Middlesbrough 23 10 4 9 24

Barnley 24 7 10 7 24

Chelsea 22 10 4 8 24

Aston Villa 23 9 5 9 23

Everton 26 8 7 9 23

Sheff. United 24 9 4 11 22

Tottenham Hotspur 23 8 5 10 21

Liverpool 23 8 5 10 21

Manchester City 23 7 10 10 20

Derby County 23 6 10 10 19

Newcastle United 23 7 11 10 19

Sheff. Wednesday 24 8 13 13 19

Preston North End 24 7 4 15 14

Pos. W. D. L. Pts.

Blackburn Rovers 24 12 7 5 31

Manchester City 23 13 2 8 28

Sunderland 22 11 6 5 28

Bolton Wanderers 22 10 7 5 27

Bradford City 22 10 7 5 27

Oldham Athletic 23 11 4 8 26

West Bromwich Albion 23 10 5 8 26

Middlesbrough 23 10 4 9 24

Barnley 24 7 10 7 24

Chelsea 22 10 4 8 24

Aston Villa 23 9 5 9 23

Everton 26 8 7 9 23

Sheff. United 24 9 4 11 22

Tottenham Hotspur 23 8 5 10 21

Liverpool 23 8 5 10 21

Manchester City 23 7 10 10 20

Derby County 23 6 10 10 19

Newcastle United 23 7 11 10 19

Sheff. Wednesday 24 8 13 13 19

Preston North End 24 7 4 15 14

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Blackburn Rovers 24 12 7 5 31

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Middlesbrough 23 10 4 9 24

Barnley 24 7 10 7 24

Chelsea 22 10 4 8 24

Aston Villa 23 9 5 9 23

Everton 26 8 7 9 23

Sheff. United 24 9 4 11 22

Tottenham Hotspur 23 8 5 10 21

Liverpool 23 8 5 10 21

Manchester City 23 7 10 10 20

Derby County 23 6 10 10 19

Newcastle United 23 7 11 10 19

Sheff. Wednesday 24 8 13 13 19

Preston North End 24 7 4 15 14

Pos. W. D. L. Pts.

Blackburn Rovers 24 12 7 5 31

Manchester City 23 13 2 8 28

Sunderland 22 11 6 5 28

Bolton Wanderers 22 10 7 5 27

ENTERTAINMENT

UNDER THE DISTINGUISHED

PATRONAGE AND IN THE

PRESENCE OF

THEIR EXCELLENCIES

SIR HENRY AND LADY MAY.

THEATRE ROYAL.

Tonight & Wed. 18th Feb. 1914

at 8.15 p.m.

THE MAUD ALLAN

AND

CHERNIAVSKY CO.

UNDER the direction of W. ANGUS

MACLEOD.

Far Eastern Tour Booked and Directed

by D. E. COHEN.

MAUD ALLAN

AND

CHERNIAVSKY

The Most Powerful

ENTERTAINMENT.

100th Production THEATRE ROYAL **100th Production**
CITY HALL.

On SATURDAY, February 21st.)
and
On THURSDAY, 26th) at 9.15 p.m.

UNDER the Distinguished Patronage of H. E. the GOVERNOR and LADY MAY
and H. E. MAJOR GENERAL and Mrs. KELLY.

THE AMATEUR DRAMATIC CLUB

will present

3 EPISODES 3

A PRIVY COUNCIL

Costume Play
in
one Act.
By
Major Barry
and
Richard Price.

BETWEEN THE SOUP

and
THE SAVOIR
Kitchen Episode
in
one Act
by
Gertrude Jennings.

THE OPEN DOOR

Drawing Room Episode
in
one Act
by
Alfred Sutro

BOOKING at MOUTRIE'S

Prices.—\$3, \$2 and \$1. Soldiers and Sailors in uniform Half-price to \$1 Seats.
Hongkong, February 14, 1914. 143

THE CHINA MAIL, LTD

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ALL SORTS OF ARTISTIC JOB-PRINTING

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INVITATION CARDS, MENUS, DANCE and ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-
TUSES, WINE LABELS, ETC., ETC., ETC.

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European Supervision

Moderate Price.

OAKLEY'S WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY - 3 1/2 6 1/2 2 1/2 4 1/2
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES
JOHN OAKLEY & SONS LIMITED
BLACK LEAD MILLS, LONDON



JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

NORTH BRITISH & MERCANTILE
INSURANCE CO.
IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911.

1—Authorized Capital £8,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
11—Fire Funds, £3,899,114
111—Life & Annuity Funds, £1,138,160
Sinking Fund Account, £8,512

Revenue Fire Branch, £1,567,158
Life and Annuity Branches, £1,973,269
Revenue Marine Department, £262,692
Other Receipts, £430,193

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN TOMES & CO.

CHEN KWONG & CO., LD
GENERAL IMPORT &
EXPORT.

CANTON
LARGE WHOLESALE & RETAIL
STORE.

FURNITURE, Draperies, Groceries,
Boots and Shoes,
Makers of Jewellery, Lacquerware,
Crockery Ware,
Ironmongery, Wines and Spirits.

Foreign Clothes for gentlemen made to
order by our own tailors.
Large assortment of Chinese Silks and
Foreign Goods of every description.

All goods sold at reasonable Prices.
The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.

SHEWAN TOMES & CO.

No. 1403, CANTON and

No. 237, 239, Des Vaux Road

and No. 120, Canton Road, Canton.

SAFETY AT SEA.

CONCLUSION OF THE LONDON CONFERENCE.

Convention Signed.

WATERTIGHT COMPARTMENTS.

(Continued from Yesterday's "China Mail.")

The most difficult and also the most important question considered under "Construction" was that of the sub-division of ships into an adequate number of main watertight compartments, so that in the event of damage which might destroy the integrity of one or more of these compartments the ship would, so far as might be practicable, have sufficient reserve buoyancy to remain afloat. The practicable degree of this sub-division is necessarily dependent upon the size of the vessel and the service in which employed, and the Convention provides that the degree of safety should increase in a regular and continuous manner with the length of the vessel, and that "vessels shall be as efficiently sub-divided as is possible, having regard to the nature of the services for which they are intended."

It is also explicitly stated that the requirements imposed by the Convention are minimum requirements. In addition, provision is made for suitable record on the certificate of safety of any vessel whose degree of subdivision exceeds the highest requirements imposed by the Convention for vessels primarily engaged in the transportation of passengers, and the conditions under which this official record may be made are expressly provided for in the regulation.

It is quite impracticable in this summary to do more than make the foregoing brief reference to this highly technical subject, but the requirements as to subdivision are laid down in extensive in the Convention, and the regulation annexed thereto.

Among the other important subjects under the heading "Construction" which have been covered by the articles of this chapter may be mentioned the following:

1. Bulkheads for preventing the spread of fire.
2. Suitable means of escape from all watertight compartments.
3. General requirements as to strength of watertight bulkheads and decks.
4. Reduction to the smallest number practicable of openings in watertight bulkheads; also restrictions upon the location, character, and means of closing such openings.
5. Restrictions as to the character, number, and location of openings in the ship's outer skin, and appliances for closing such openings.
6. Specific requirements as to the fitting and extent of double bottoms.
7. Periodical operation and inspection of watertight doors, scuttles, valves, and other appliances for closing openings in bulkheads and the hull structure below the bulkhead deck; also compulsory entries in the official log in relation to such duties and inspections.
8. Requirements for adequate backing power; also auxiliary steering apparatus.
9. Provisions for the survey and inspection of both "new" and "existing" vessels in all matters relating to the hull, boilers, main and auxiliary machinery, and equipment.

PREVENT NAVIGATION.
In its report the Committee on Safety of Construction recognised the importance of making further study in certain important subjects whose consideration could not be undertaken or completed at this time; also the desirability of exchanging freely all information in regard to "safety of construction."

The enforcement of the foregoing recommendations as to future research and exchange of information have been fully provided for in the Convention.

In concluding this summary of the provisions on safety of construction, it is important to point out that, even after the most careful attention to all practicable details of design, which increase the safety of a vessel at sea, there still remains the possibility of a serious and even totally destructive accident. Therefore it is imperative that those charged with the management of vessels should never relax their vigilance on the supposition that any vessel is unsinkable. On the contrary, they should strive to add to the safety provided by the vessel itself that very great increase in safety which results from prudent and skilful management and navigation.

"WIRELESS TELEGRAPHY."
The convention provides that all merchant vessels of the contracting States when engaged upon international (including Colonial) voyages whether steamers or sailing vessels, and whether they carry passengers or not must be equipped with wireless telegraphy apparatus if they have on board fifty persons or more (except where the number is exceptionally and temporarily increased to fifty or more owing to causes beyond the masters' control).

The contracting States have, however, discretion to make suitable exemptions from the requirement to carry wireless in certain cases, of which the most important is that of vessels which in the course of their voyage do not go more than 100 sea miles from the nearest land.

The classification of the vessels, required by the convention to be provided with wireless apparatus, follows the categories contemplated by the Radiotelegraphic Convention. The precise classification is too complex to be summarized, but, broadly speaking, the fast passenger steamers are placed in the first category, other steamships in the second, and sailing vessels, motor vessels, and other vessels in the third category.

required to be fitted with wireless apparatus in the third category. It need hardly be said that the owner of any vessel placed in the second or third category must claim that his ship shall be placed in a higher category, if it complies with all the requirements of the Radiotelegraphic Convention.

A continuous watch for wireless telegraphy purposes is to be kept by all vessels required to be fitted with wireless apparatus, as soon as the Government of the State to which the vessels belong is satisfied that such watch will be useful for the purpose of saving life at sea; and meanwhile (subject to a transitional period for fitting wireless installations and obtaining the necessary staff) the following vessels will be required to maintain a continuous watch, in addition, of course, to all vessels placed in the first category:

1. Vessels of more than 13 knots, which carry 200 or more passengers, and which make voyages of more than 100 miles between two consecutive ports;
2. Vessels in the second category during the time they are more than 100 miles from land;
3. Officer vessels, required to be fitted with wireless apparatus, which are engaged in the trans-Atlantic trade, or whose voyage takes them more than 1,000 miles from land.

Vessels placed in the second category, but not required to keep continuous watch, are nevertheless required to keep such watch for at least seven hours a day besides the watch of ten minutes in each other hour required by the Radiotelegraphic Convention.

Vessels concerned with the fishing and whaling trade are not required to keep a continuous watch.

The continuous watch may be kept by certified operators or by watchmen qualified to receive and understand signals of distress, and provision is made for the possibility of the future invention of an automatic apparatus which will take the place of watchmen.

RANGE OF 100 MILES.
This wireless installations must have a range of at least 100 miles, and an emergency apparatus, placed in conditions of the greatest safety possible, must be provided unless the main installation is placed in the highest part of the ship and in the conditions of the greatest safety possible.

The Convention provides that the master of a ship in distress shall have the right to call to his assistance from amongst the vessels which have answered his appeal for help the vessels which he thinks can best render assistance, and the other vessels which have received the call may then proceed on their way.

A transitional period is provided to enable wireless apparatus to be fitted and operators and watchmen obtained. **TRANSITION FOR ALL.**
The Convention lays it down that there must be accommodation in lifeboats or their equivalents for all persons on board. Lifeboats are divided into two classes: (1) the ordinary or in-built, or other boats with fixed sides; and (2) boats having the upper part of the sides collapsible. The second class is rendered necessary by the consideration of steamships.

Every vessel must be fitted with a minimum number of davits or equivalent appliances, which varies in accordance with the length of the ship. Each of these davits must have a lifeboat of Class 1 attached to it, and thereafter additional lifeboats must be provided, until provision has been made either for a minimum capacity based upon the assumption that a minimum number of boats will be placed under each set of davits, or, alternatively, for accommodating 75 per cent. of the total number of persons on board, whichever is the greater.

If any further accommodation is required, it may be provided either in lifeboats or in approved "pontoon life-boats." The pontoon life-rafts referred to in the Convention are the improved appliances devised by the British Board of Davits Committee which reported in May of last year. The Convention lays down detailed regulations regarding the construction and measurement of different types of boats, and of the pontoon rafts, their equipment, the stowage of boats and rafts, strength of davits, number and construction of lifeboats and lifejackets. It is provided that as large a number as possible of the boats and rafts must be capable of being launched on either side of the ship, so that as few as possible need be launched on the weather side. A surplus of life-jackets in the form of special lifejackets for children is required. While precise regulations are laid down for the types of life-saving appliances described, provision has been made for the adoption of other types equally efficient, which may receive the sanction of individual administrations, who will inform the others of their action.

(To be continued).

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ROGATE, Austin Road, Kowloon;
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Hence the craze for Chinese objects d'art. Really, London should be congratulated, for the fashion is a sheer joy to the eye in the drab city. Unfortunately the "models" of the moment are of too characteristic a shape to be allowed to do duty for another year. But the pagant of colour, exquisite designs and beauty of workmanship in the embroideries of porcelain jars and bowls, enamel and cloisonne ware, these still remain and will do so for as long as we can appreciate and enjoy beautiful and artistic things. For they are all real, serious things, incapable of imitation save with serious purpose. If you would convert a Chinese jar into a table lamp (and the demand for these is extraordinary) you need must have a silk shade of Eastern design. Our manufacturers have for once shown that they can rise to the occasion and their products are, in the majority of cases, as graceful and pleasing as the jars themselves. One enterprising firm makes a brave window display of "Presents from China." It is true that the "presents" are, for the most part, blotting-books with embroidered silk covers, and that the dignity of workmanship is somewhat lost, but it indicates a laudable, if pathetic, attempt to swim with the tide. "Better be dead than out of the fashion." But it would be interesting to over-hear the comments of the worthy Lao Tien Li, dignitary of the highest, "red precious-stone" rank, if his wandering soul chanced to find rest in London, and he were to recognise his best official robe, or part of it, adorning some fair "foreign devil" at a Tango tea. Or the sadly unorthodox remarks in which that time-worn, grave-featured Buddhist priest would probably indulge in if he discovered his cherished pink-jade rosary glimmering in the electric light of London's latest night-club. One cannot help wondering, however, whether this mixture of East and West is not just as incongruous as the somewhat similar fashion which has prevailed in China for some years past. There the wealthy folk, from the late Empress Dowager downwards, took a native delight in attempting to harmonise chert glass clocks from Birmingham with their exquisitely carved black-wood furniture, or in setting a priceless cloisonne vase upon a hideous Berlin wool mat. Nowadays the "knuts" (sic) of China in the Treaty Ports are affecting the sober garb of the European, but in a fashion which is hardly dictated by Saville-row, for elastic-side boots and a black cloth cap, with a little button on top, are considered indispensable. In the West a lady will take her Pekinese dog with her when she walks abroad; in the East the portly Chinese merchant will stand at the street corner holding aloft his pet bird. Each regards the other as a fantastic creature, and cultured Chinese would regard with dismay the wearing by an Englishwoman of a gold embroidered native official robe at the performance of a musical comedy.

So after all there is another side to the picture. But the most important feature of this fashion in Chinese art is that it is worth making a fashion of. That certainly cannot be said of the crazy bamboo tables and flower-pot holders, the cheap tinsel screens and meretricious bric-a-brac of "Mikado" days. With the opening up of their country the Japanese embarked upon a frenzied production of worthless imitations for the European market, just as they have flooded their own country with imitation whisky, brandy, and French perfumes. The conservative Chinese has not yet discovered the European market; let us hope that he never will unless he guarantees that no imitations shall be sent to us. China is a land of artistic impulse and honest endeavour; for her people time and space are non-existent. "If I do not live to finish this ivory figure, my son or grandson will"—that is the secret of their wonderful art. A people who can project and begin to build a fortress wall 1,500 miles long, continue it 500 years later, and, completing it, make it the most stupendous in the world—such a nation will be able to distinguish between porcelain of the Ming and Wan Li periods, or whether a piece of enamel is modern Chinese or due to Persian influence, but we can at least find pleasure in that purity and grace of outline, the simplicity yet detail of perfection which is the hallmark of genius and of Chinese art. It has given to us nothing but the best of the fashion of the day, and this is the "models" to the best advantage.

The China Mail

HONGKONG, TUESDAY, Feb. 17, 1914.

CHINA IN LONDON.

RECENTLY in the course of an able article in the "Globe," Mr. A. Corbett-Smith has made some interesting observations to make on the fashion for things Chinese prevalent at present in London. He says that nearly thirty years have gone by—though it seems but yesterday—since "The Mikado" was drawing all London to the Savoy, and proved in some degree responsible for that characteristic of the period. London had "discovered" Japan; or perhaps, more correctly, what London thought was Japan. This year we have "discovered" China, but on this occasion London may be satisfied that it is really China, and not a production created by the Chinese solely for the European market. It is always a little difficult to account for the origin of a fashion; in the present case most people would probably attribute it to the recent Revolution, and the supposed opening-up of new markets and enterprises in the Far East. More romantic is the theory that the actual origin dates from the looting of Peking in 1900, when so many treasures of Chinese Art found their way to Europe. These have been carefully guarded by their fortunate owners, but their beauties have gradually come to appeal to an ever-widening circle, and now, with the direct impetus of the opening-up of a new China, which is very old, the fashion springs into being. As a matter of fact, large numbers of the Chinese, in the first glow of an ardent Republicanism, or shall we say, fiscal live-to-finish-this-ivory-figure-my-son-or-grandson-will—that is the secret of their wonderful art. A people who can project and begin to build a fortress wall 1,500 miles long, continue it 500 years later, and, completing it, make it the most stupendous in the world—such a nation will be able to distinguish between porcelain of the Ming and Wan Li periods, or whether a piece of enamel is modern Chinese or due to Persian influence, but we can at least find pleasure in that purity and grace of outline, the simplicity yet detail of perfection which is the hallmark of genius and of Chinese art. It has given to us nothing but the best of the fashion of the day, and this is the "models" to the best advantage.

HONGKONG RACES.

IMMENSE DERBY DAY CROWD.

THE RESULTS.

The morning gave little promise of fine weather. An iron grey mist hung over the hills and this outlook was distinctly gloomy—in short, it was a typical February morning and unpleasantly humid. Towards seven o'clock, however, the mist cleared, leaving an interrupted view of the course. There was only the slightest breeze.

The Derby Day crowd usually provides the record for the week and today's attendance was no exception to the rule. As early as ten o'clock the train cars were well patronised, most of the passengers being Chinese. Quite a fair number of spectators watched the first race.

His Excellency the Governor and Party were among the early arrivals, the gubernatorial box being occupied before eleven o'clock.

The going today was excellent, the hard track of yesterday having softened a good deal under the influence of the heavy night mist.

For the first time, cinema films were taken of races. The operators were accommodated in a special stand.

The bad start in the last race yesterday evening was much commented on.

The Chinese attendant at the bell rang off before the fall of the starter's flag with the result that Triumphose, Mr. D'Almada's pony, taken unaware with his back to the starter, was so badly left that the jockey saw that it was useless to go round.

A Chinese better almost lost \$1,000 yesterday. He was tearing up his sweep ticket when a friend pointed out that he had drawn the winner. His expression was a study!

Early this morning Mr. Sources decided not to run Banjo in the Derby owing to the pony's lameness, which had become so serious as to convince its owner that to run it in the circumstances would be cruel.

1.—THE JOCKEY CUP.—Winner \$600; second \$200; third \$100. For China ponies, subscription griffin of any season, to be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Winners barred. Entrance \$5. Once round.

Mr. Riderbold's Pegasus, 10st 12lb... (Brenner) 1

Messrs. Fitzwilliams' Gylwyn, 11st 1lb (Sedgwick) 2

Mr. Keni-we's Dunin, 11st 1lb... (Hickman) 3

Mr. Leo d'Almada's Gloriole, 10st 9lb (S. A. Beth) 0

Mr. Apar's Turquoise, 10st 9lb (H. Beth) 0

Mr. Billiards' Fluke, 10st 9lb (Woodhouse) 0

Mr. Brutton's Savington, 10st 12lb (Brutton) 0

Mr. Hastings' Wincombe, 10st 9lb (H. Gegg) 0

Mr. Jay's Sling, 10st 12lb (H. Gegg) 0

Sir Henry May's Maggie, 10st 10lb (Pope) 0

Sir Paul's Winsome Dahlia, 10st 12lb (E. Beth) 0

Mr. Reedlark's Mystery, 11st 4lb (Clarke) 0

Parl-mutuel.—Winner \$39.50; Placed ponies 1, \$10.40; 2, \$40.3; 3, \$8.00.

Cash Sweeps: Ticket No. 10, \$55.20; 2nd No. 55 \$187.20; 3rd No. 19, \$83.60.

At the outset, the Governor's "Maggie" (Pope) was withdrawn but, on second thoughts, was included. After much delay, which included a false start, Sling followed the post, Dunin following second and Gloriole third. Pegasus took the lead from Sling, took the lead from the rest of the field, and won easily in the end.

2.—THE EXCHANGE PLATE.—Presented by the bankers and exchange brokers of Hongkong. Value \$1,000 to winner; second to receive \$300; third, \$150. For China ponies. Winners at this meeting of one race 5lb.; of two or more races 7lb. extra. Griffin allowed 5lb. Subscription griffin of any season 1913-1914 allowed 10lb. Previous non-starters at this meeting barred. Entrance \$15. From the two mile post once round and in.

Mr. John Peel's President, 11st 1lb... (H. Gegg) 1

Sir Paul's Conqueror Aster, 10st 9lb (Vida) 2

Mr. Ellis Kadoorie's Figian Chief, 11st 3lb (Moller) 3

Mr. John Peel's Fickle Bird, 11st 1lb (H. Gegg) 0

Parl-mutuel.—Winner \$17. Placed ponies 1, \$10.10; 2nd \$8.20.

Cash Sweeps.—1st ticket No. 33, \$120.50; 2nd No. 49, \$215; 3rd No. 228, \$187.60.

This race saw the favourite badly beaten, Sir John Peel's President for the first time since he was sold off by the Hongkong Jockey Club.

3.—THE HONGKONG DERBY.—A sweepstakes of \$20 each with \$2,500 added. For China ponies, bona-fide griffin on date of entry. First pony to receive 70 per cent.; second 30 per cent.; third 10 per cent. One mile and a half.

The morning gave little promise of fine weather. An iron grey mist hung over the hills and this outlook was distinctly gloomy—in short, it was a typical February morning and unpleasantly humid. Towards seven o'clock, however, the mist cleared, leaving an interrupted view of the course. There was only the slightest breeze.

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This race saw the favourite badly beaten, Sir John Peel's President for the first time since he was sold off by the Hongkong Jockey Club.

3.—THE HONGKONG DERBY.—A sweepstakes of \$20 each with \$2,500 added. For China ponies, bona-fide griffin on date of entry. First pony to receive 70 per cent.; second 30 per cent.; third 10 per cent. One mile and a half.

The morning gave little promise of fine weather. An iron grey mist hung over the hills and this outlook was distinctly gloomy—in short, it was a typical February morning and unpleasantly humid. Towards seven o'clock, however, the mist cleared, leaving an interrupted view of the course. There was only the slightest breeze.

The Derby Day crowd usually provides the record for the week and today's attendance was no exception to the rule. As early as ten o'clock the train cars were well patronised, most of the passengers being Chinese. Quite a fair number of spectators watched the first race.

His Excellency the Governor and Party were among the early arrivals, the gubernatorial box being occupied before eleven o'clock.

The going today was excellent, the hard track of yesterday having softened a good deal under the influence of the heavy night mist.

For the first time, cinema films were taken of races. The operators were accommodated in a special stand.

The bad start in the last race yesterday evening was much commented on.

The Chinese attendant at the bell rang off before the fall of the starter's flag with the result that Triumphose, Mr. D'Almada's pony, taken unaware with his back to the starter, was so badly left that the jockey saw that it was useless to go round.

Mr. Ellis Kadoorie's Borneo Chief, 11st 1lb... (Moller) 1

Mr. John Peel's Fickle Bird, 11st 1lb (H. Gegg) 2

Mr. Ellis Kadoorie's Durtar Chief, 10st 9lb (H. Gegg) 3

Mr. Sath's Sweet Rocket, 10st 10 lb (H. Gegg) 0

Mr. Paul's Monarch Dahlia, 11st 8lb (Vida) 0

Mr. Leo d'Almada's Victoriole, 10st 9lb (H. Gegg) 0

Mr. Brutton's Brynpton, 10st 12lb (Brutton) 0

Dr. Forsyth's Robin Hood, 10st 10 lb (Clarke) 0

Mr. Brutton's Radium II, 11st 4lb (Lindsay) 0

Monarch Dahlia shot ahead from the fall of the flag, but Durtar Chief successfully challenged this post in at the bottom of the incline, Borneo Chief being in third place. As the ponies passed the Rock the same order was maintained. Going round the bend Fickle Bird, on the outside course, challenged the leader but was beaten by Borneo Chief.

A neck and neck race between the leaders ensued. A length ahead of the Bird, with Durtar Chief two lengths to the rear. Time 1 min. 15 sec.

Parl-mutuel.—Winner \$31.20. Placed ponies: 1, \$8.60; 2, \$7.00; 3, \$11.40.

Cash Sweeps.—Ticket No. 248, \$2003.40; No. 2, \$33 \$272.0; No. 3, \$23, \$256.20.

4.—THE LUSITANO CUP.—Presented by the members of the Club Lusitano. For China ponies bona-fide griffin on date of entry; second to receive \$250; third \$125. Subscription griffin of this season 1913-1914 allowed 7lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Winners 7lb. extra. Entrance \$10 to go to winner. One mile.

Mr. John Peel's Dumfries, 10st 12lb... (H. Gegg) 1

Sir Paul's China Aster, 11st 1lb (Vida) 2

Mr. Ellis Kadoorie's Nigerian Chief, 11st 1lb (Moller) 3

Mr. Stabb's Mallard, 10st 12lb (Lindsay) 0

Mr. Sath's Polkalini, 10st 1 lb (H. Gegg) 0

Parl-mutuel.—Winner \$16.30. Placed ponies: 1st, \$6.10; 2nd \$3.40; 3rd \$3.10.

Cash Sweeps.—1st ticket No. 66, \$2,208; 2nd No. 236, \$630; 3rd No. 631, \$435.

From a level start, Dumfries got slightly ahead with Polkalini on the rails. Passing the post Polkalini went up first with Mallard and Amber in second and third positions respectively. At the Golf Stand Mallard and Polkalini needed in partnership, Amber with China Aster and Dumfries formed a third pair. Mallard drew level with Polkalini at the football stand. China Aster on the outside course was followed closely by Amber. Dumfries held the rear position. Down the incline the leaders raced neck and neck and Dumfries got up into the pack. Polkalini was half a length ahead at the Rock with Mallard second, China Aster third and Dumfries fourth. Round the bend the Aster displaced first on the village head. Nigerian Chief coming up strong, challenged for the premier position and fought hard with Dumfries and China Aster in the race. A beautiful race home was won by Dumfries by six lengths. Four lengths divided China Aster second and Nigerian Chief third. Time 2.77.

5.—THE CHALLENGE CUP.—Value one hundred guineas. For China ponies, to be won two years consecutively by a pony or ponies the bona-fide property of the same owner or owners. Winner to receive \$500 and 70 per cent.; second \$250; and 20 per cent.; third \$125 and 10 per cent. of the entrance fees until the Cup is finally won, when the second pony will receive 75 per cent., and third pony 25 per cent. of the entrance fees. Entrance \$10. One mile and three quarters.

Sir Paul's Royal Rose, 11st 4lb... (Vida) 1

Sir Paul's Sunlight, 11st 1lb... (Brutton) 2

Mr. T. F. Hough's Snowdrop, 11st 4lb (Lindsay) 3

Mr. E. Kadoorie's Mahatma Chief, 10st 9lb (Moller) 0

Mr. John Peel's President, 10st 12lb (H. Gegg) 0

Capt. Hope's Capello, 10st 12lb (Brenner) 0

Parl-mutuel. Winner, \$12.10; placed ponies: 1, \$6.20; 2, \$4.50; 3, \$12.50.

Cash Sweeps. Ticket No. 334, \$2450.10; No. 219, \$700.20; No. 65, \$350.10.

At the start Snowdrop settled down in front, Sunlight being second and Capello third, with Vice-President bringing up the rear. Racing easily, at Bonnington gate Snowdrop maintained a lead of a length from Mahatma Chief, who had displaced Sunlight. The field was spread out, Capello being fourth, and Royal Rose next. The same order obtained until the ponies were passing the stands, and then the Chief shot to the front, holding a length's advantage to the golf club, Sunlight being third to Snowdrop. Up the hill, the Chief and Snowdrop raced neck and neck, Sunlight being a length behind and Royal Rose fourth. The latter drew level with the leaders past the village, keeping the outside course, then out across and shot ahead, followed by Sunlight and the Chief in the order named. Snowdrop came up in the last stretch, keeping right over by the bank and displaced the Chief in the last stretch. Royal Rose won by eight lengths; four lengths between second and third. Time, 3 min. 52 sec.

6.—THE ROYAL NAVY CUP.—Presented by the Officers of His Majesty's Fleet; second to receive \$250; third \$125. For China ponies, subscription griffin of any season. Winners at any meeting of one race 7lb.; of more than one 14lb. extra. Penalties accumulate. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Entrance \$10 to go to winner. From the two mile post once round and in.

Before the race Brown Boy mounted the bank and collided with a flower pot but fortunately retained his foothold being pulled up by Mr. H. A. Sath within half the length of the course.

A hard fight between Mahatma Chief and Sir Galahad. Half a length between first and second and three lengths between second and third in the finish.

Parl-mutuel: Winner \$7.50. Placed ponies: 1, \$4.00; 2, \$10.60; 3, \$7.80.

Cash sweeps: No. 629, \$1,897.93; No. 72, \$338.70; No. 200, \$286.85.

7.—THE NORTHERN STAKES.—Winner \$750; second \$250; third \$125. For China ponies, griffin on date of entry, purchased at a public auction of untied griffin in Shanghai or Hongkong after 15th April, 1913, on account of a member or members of the Hongkong Jockey Club at an actual cost of not more than \$200 if in Shanghai or \$225 if in Hongkong. Winner of race No. 5 on the first day 5lb.; of any race other than No. 5 on the first day 7lb. extra. Entrance \$10. One mile and a quarter.

Sir Paul's Matchless Dahlia, 10st 12lb (Krell) 1

Mr. Stabb's Mallard, 10st 10lb (Lindsay) 2

BY TELEGRAPH.

DISASTROUS FIRE IN SHANGHAI.

MESSRS. HALL AND HOLTZ'S PREMISES BURNED.

(From Our Own Correspondent.)

SHANGHAI, Feb. 17. Messrs. Hall and Holtz's bakery and furnishing factory was burned down this morning. The loss is estimated at Taels 100,000.

(Reuter's Service to the China Mail.)

NEW UNION CASTLE LINER.

LONDON, Feb. 17. Prominent colonists of East Africa and South Africa inspected the "Llanstophan Castle," the sister-ship of the luxuriously appointed "Llanover Castle," prior to her leaving on her maiden voyage.

MEXICAN AFFAIRS.

Press Attacks on President Wilson.

LONDON, Feb. 17. A telegram from Mexico City states that the American Charge d'Affaires has protested against the attacks on President Wilson in the Mexican press.

President Huerta, in promising that they will cease, said that he would no more tolerate attacks on President Wilson than he would on himself.

THE "ALMERIA" SAFE.

LONDON, Feb. 17. The Hamburg-American liner "Almeria," which went ashore at Lamu, East Africa, has been floated by lightning her to the extent of 400 tons. Apparently there has been no damage, and the cargo will be re-shipped to-day.

AUSTRALIA AND THE SOUTH AFRICAN DEPORTATIONS.

LONDON, Feb. 18. Reuter's correspondent at Melbourne telegraphs that Mr. Fisher, the former Labour Premier, while condemning the deportations by the Union Government of South Africa, hoped the Motherland would not interfere in the policies of the Dominions, but allow autonomous Governments to manage their own affairs.

Mr. Cook, the Prime Minister, has declined to forward to the Secretary of State for the Colonies a number of Trades Union protests against the deportations from South Africa.

Strike Spreads to Melbourne.

LATER. The meat strike has spread to Melbourne, where the slaughtermen declare that their employers promised to relieve them of the duty of cleansing the abattoirs.

THE AEGEAN ISLANDS.

Powers' Decision Communicated to Porte.

LONDON, Feb. 18. The decision of the Powers in regard to the Aegean Islands has been communicated to the Porte, and a written reply was requested, says a telegram from Washington. Turkish official circles are disappointed and grieved, and it is not improbable that Turkey will endeavour to negotiate directly with Greece to exchange the islands occupied by Italy for Chios and Mitylene.

THE GERMAN CROWN PRINCE INDISPOSED.

LONDON, Feb. 18. Reuter's correspondent at Berlin telegraphs that the Crown Prince is suffering from mumps.

THE PANAMA CANAL SCANDAL.

Sale of Mr. Kennedy.

LONDON, Feb. 18. Reuter's correspondent at Buffalo telegraphs that Mr. Kennedy, Treasurer of New York State, who had been subpoenaed to appear before the Committee of Inquiry investigating the charges of corruption in connection with the Panama Canal, has been ordered to appear.

BY TELEGRAPH.

JUDGMENT AGAINST SIR STUART SAMUEL, M.P.

(Reuter's Service to the China Mail.) LONDON, Feb. 17. Dr. Bird, who sued as a common informer, has obtained judgment and £13,000 against Sir Stuart Samuel, M.P., for voting in the House of Commons while his firm, Messrs. Samuel, Montague & Co., were under contract to buy silver for the India office.

A RECORD BALLOON JOURNEY.

LONDON, Feb. 17. A telegram from Berlin states that an engineer named Bellmer has performed a balloon journey, of 1,875 miles, from Bitterfeld to the Ural Mountains. This is a world's record.

THE HOME RULE PROBLEM.

Speculation as to the Government's Concessions.

LONDON, Feb. 16. There is much speculation as to the nature of the Government's concessions in the matter of Home Rule for Ireland. The *Daily Chronicle*, speaking with an air of authority, declares that Ulster will not be excluded but administrative autonomy of a most generous character will be accorded the four North-Eastern counties, including control of education, licensing and police.

Other papers refer vaguely to the temporary exclusion of Protestant Ulster.

The *Standard* says that the highest and most potent influences are working to secure a truce on this basis.

The *Daily Mail* hints that the Irish Unionists accept such a compromise.

The Premier's Caution.

In the House of Commons, Lord Robert Cecil asked if the Government intended to propose the exclusion of Ulster.

Mr. Asquith replied that he could not anticipate the promised statement.

THE KIKUYU CONTROVERSY.

LONDON, Feb. 16. The Bishop of Zanzibar, in a strong reply to the statement recently made by the Archbishop of Canterbury with regard to the Church controversy which has arisen in East Africa, respectfully suggests that the Archbishop has prejudged the whole case, and that the Council of Bishops would be compromised in the matter of inter-communication. He declares that unless the Bishop of Uganda and Mombasa are found faultless by unquestionable authority he would have to consider whether he will remain in communion with them.

BRITISH POLITICS.

Important Bye-Elections.

LONDON, Feb. 16. Despite the flooding of the constituencies with Ulsterite speakers and literature, the insurance question continues to be a strong rival to Home Rule at Poplar and Bethnal Green.

The candidatures of Messrs. Scurr and Jones (Labourites) are unlikely to seriously affect the issue.

ALBANIA'S NEW KING.

LONDON, Feb. 16. The Italian warship *Quarto* is expected at Venice to escort the Austrian Tauris conveying the Prince of Wied to Durazzo.

Reuter's Berlin correspondent telegraphs that the Prince of Wied returned from Durazzo this morning.

LATER. The Prince of Wied will visit London to pay his respects to the King and confer with Sir Edward Grey prior to leaving for Albania.

DON'T COUGH.

It is absurd to allow a cough to hang on and sap your vitality, when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you, unless you afford to allow your health to be ruined by a dangerous disease.

BY TELEGRAPH.

THE FOURTH TEST MATCH.

THE FIRST INNINGS.

(Reuter's Service to the China Mail.) LONDON, Feb. 17. A telegram from Durban states that in the first innings South Africa made 170 runs, of which P. Harris scored 51. Barnes took 7 wickets for 56 runs. England made 163, Hobbs scoring 64 and Carter taking 5 wickets for 50 runs.

BISLEY SHOOTING.

PROTESTS AGAINST NEW REGULATIONS.

LONDON, Feb. 17. Vigorous protests were raised at the meeting of the National Rifle Association against the War Office's requirement that Territorial competitors, including those entering for the King's prize, should be brought into harmony with the Army Musketry Regulations. This excludes the so-called jaysnights.

The Chairman, Lord Chelmsford, read a letter from the King, in which His Majesty hoped that the new rules would not prevent Canadians from competing for the King's Prize.

The meeting unanimously requested the War Office to postpone the change for a year in order to consult the Dominions.

"TAKE OFF THY SHOES."

REMARKABLE POLICE COURT CASE.

"Take off thy shoes and stockings from off thy feet" was the demand made by a Cantonese to two Chinese ladies in Des Vaux Road yesterday. He was charged with larceny this morning in a case that provides a remarkable story.

The ladies, stockings were red and the shoes of a fancy type and apparently held a peculiar fascination for the defendant. The ladies were complying with the strange request, but at the moment Inspector Dymond came upon the scene. A large crowd was surrounding the defendant and blocking the traffic.

On the appearance of the officer the man threw himself stiff and pretended to be dead. No sort of peaceful persuasion could bring the man out of his stupor, and he was conveyed to the Police Station in a rickshaw. At this institution, the "dead man" recovered with marvellous alacrity. The prisoner, in a statement, said "I did not steal. She wore red stockings. I don't like her to wear. I want her to take them off, shoes and socks. She accuses me of stealing."

Mr. Hazledine: I think that is quite enough to remand this man for a week.

Insp. Dymond: From what I have seen, I should say the way in which he recovered was marvellous.

Mr. Hazledine: It is better, let the doctor have a look at him. It is extraordinary that the ladies should have complied with the request.

Insp. Dymond: I find in general that the Chinese ladies are not enlightened much in that respect, particularly with the confidence trick.

Prisoner was remanded for medical examination.

THE ROMANCE OF RADIUM.

Last evening at the European Y.M.C.A., Mr. F. Browne, Government Analyst, told the story of Radium. He reviewed the work of Crookes, Becquerel and the Curies. He showed the Electroscopic Radium detector. The Radium Salts gave off heat 250 times more than coal, with no diminution that concerned those now alive. Its life was about 2,000 years. Its chemical effects on life were described though doubts were thrown on its ability to improve the Hongkong chicken. Its work in prolonging life and curing disease, was due probably to its electric energy. Probable cure of cancer were reported. The X-rays were due to the breaking up of the atoms. Radium now was worth about £10,000 a gramme. The world's stock was 7 or 8 grammes. Of this, thanks to Sir Edward Case, London possesses 4 grammes, which are being used for curative purposes. Many questions were answered and most cordial thanks were recorded for the "luminous" lecture and demonstration.

The "Daily Mail" announces that American and English aviators will make the attempt next autumn to cross the Atlantic for the prize of £10,000 offered by the "Mail" for a successful crossing.

FORTY YEARS' TEST.

HAMBURG, Feb. 17. The 40th anniversary of the foundation of the city of Hamburg is celebrated to-day.

MAUD ALLAN IN HONGKONG.

The much-discussed classical dancer, Miss Maud Allan, made her debut before a Hongkong audience at the Theatre Royal last night. She danced to the brilliantly executed performances, by the Cherniavsky Trio, of pieces from Grieg, Schubert, Chopin and Mendelssohn; and, in doing so, she at once proved herself to be worthy of the world-wide reputation she has attained, for she is a consummate artist, a highly talented dancer and a fascinating, refined, and charming personality.

Notwithstanding that the prices of admission were double those usually charged, the Theatre was well filled, only a few seats in the upper circle being unoccupied.

The entertainment opened with a brilliantly executed performance of a Mendelssohn "No. 1 First Movement" for piano, violin and violoncello by the Brothers Cherniavsky. On the curtain ascending, the famous dancer was seen reclining in a graceful posture in the middle of the stage which was artistically draped in circular fashion. The lady herself was most chastely and beautifully attired, notwithstanding that she was interpreting Schubert's "An Meer" ("By the Sea"). Very properly, she wore neither shoes nor stockings, thus giving herself the necessary freedom for artistic dancing, essentially based upon the ancient Grecian model. The performance was remarkable chiefly as showing the dancer's conception of the composer's meaning, which she interpreted by various movements of her wonderfully sinuous body. This was followed by a Chopin waltz, which Miss Allan depicted charmingly. Schubert's "Moment Musical" was also very artistically performed. At times the dancer literally appeared to be part of the exquisite music she so beautifully and gracefully interpreted. She certainly was very fortunate in having such talented musicians to play for her, and the limelight effects, so skillfully managed, were also of much assistance. Dancing in Grieg's "Peer Gynt Suite"—"Morning"—"Ase's Death"—"Anitra's Dance," Miss Allan attained a very high standard of excellence, and in every respect achieved a great triumph. Her death scene was wonderfully realistic; her joyful movements as "Anitra" and her elish imitation of a gnome were extremely artistic performances. Vociferous applause followed, testifying to the manner in which the great dancer had delighted all. In the second part, Miss Allan danced perfectly to Mendelssohn's famous "Spring Song," and concluded her part of the programme with Grieg's "Norwegian Dance," which she executed entrancingly.

Miss Allan has come and she has at once vanquished all silly stories that heralded her appearance, as she is unquestionably a most refined and highly talented lady.

The Cherniavskys, whether as Trio or as soloists, gave a splendid performance, and each of the talented brothers received a great reception. Leo Cherniavsky's violin solos were particularly well received, and this magnificent player had to respond no less than three times after performing Tschakovsky's "Eugene Onegin."

Mr. Cohen has laid the Hongkong public under an obligation for the excellent entertainment he has provided on this present tour, and no-one who sees the famous classical dancer and hears the talented Cherniavskys will venture to say that the increased price of admission is not justified.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Heavy fogs are being experienced on the West River.

An occulting acetylene light buoy has been moored at Pakoi to mark the channel between the fishing stakes.

The proposed enlargement of the Saiyungpun Government School has been dropped. Rumour has it, that this is an account of the prospective transfer to the Government of the Ellis Kadoorie School in Hongkong.

A new mail train service via Tientsin and Pukow for Europe (via Siberia) will be closed at Shanghai every Wednesday evening at 5 p.m. The train will connect with the Trans-Siberian Express conveying the mails sent via Dalmay on Wednesday morning.

Twelve fatal cases of bubonic plague occurred last week, and one imported case of cholera, was also fatal. Out of three outbreaks of diphtheria including one Portuguese, one has ended totally. One case of enteric fever, British is reported, and one death from small pox. The total number of plague cases since the beginning of the year is 70 of which 65 has ended fatally.

The C.P.R. liner *Empress of Asia* went out for a trial trip after an extensive overhaul at Kowloon Dock which included a thorough inspection of all the machinery prior to the final taking over from the builders. A thick fog was encountered on the side of the island. Coming in through the Sulphur channel the ship was signalled from Green Island as a mail arrival.

DON'T RISK PNEUMONIA.

Get rid of colds and coughs at once by using Chamberlain's Cough Remedy. It will cure you in a few days.

HELENA MAY INSTITUTE.

LIST OF DONATIONS.

The following donations were collected during the year 1913 by the Committee of the Hongkong Benevolent Society and the Council of the Young Women's Christian Association:

Ellis Kadoorie Esq. (1st donation)	\$300.00
Per Mrs. Shellin	250.00
Per Mrs. Piercy	100.00
A. Fench Lady	100.00
Lady Smith, per Mrs. Lang (23)	50.00
Mrs. Lander	50.00
Mrs. Edkins (1st donation)	25.00
Mrs. Kydd	25.00
Leung Yan Po Esq. (1st donation)	25.00
W. Van Rens Esq.	25.00
Mrs. C. H. Ross	25.00
A. Friend, per Mrs. Hokeya	20.00
A. Friend	15.00
Per Mrs. Booker	10.00
Mrs. Denison	10.00
Mrs. McKenny	10.00
A. Friend	10.00
Mrs. Duncan	5.00
Mrs. Jordan	5.00
Per Mrs. Lang	5.00
J. McCaig Esq.	5.00
Mrs. Grant Smith	5.00
A. Friend	5.00
Mrs. Barchin	2.00
A. Friend	2.00
"Hongkong Mammals"	400.00
Mother's Union	100.00
Interest on current a/c to 31st Dec.	9.03
	\$1750.70

The following amounts have since been promised or received:

Ellis Kadoorie Esq. (2nd donation)	1500.00
Ho Koon Tong Esq.	1500.00
Lau Chu Pak Esq.	200.00
Ivor George Esq.	150.00
Lady May	100.00
Mrs. Butler	100.00
Mrs. Edkins (2nd donation)	100.00
Mrs. Gedge	100.00
Mrs. W. G. Humphreys	100.00
Mrs. Landale	100.00
Mrs. Patzenden	100.00
Mrs. Fullock	100.00
Mrs. Barchin	100.00
Mrs. Shellin	100.00
Mrs. Skabb	100.00
Miss Pitts	20.00
Mrs. C. A. James	5.00
Miss Leach	5.00
	\$34180.00

Per Mrs. Shellin	\$300.00
Chan Kai Ming Esq.	500.00
David Sassoon and Co., Ltd.	500.00
E. D. Sassoon and Co., Ltd.	500.00
H. M. H. Namazee Esq.	250.00
Cruz Banto and Co.	250.00
Leung Yan Po Esq. (2nd donation)	250.00
De Souza and Co.	200.00
Cawajien Palloine and Co.	200.00
S. J. Davis and Co.	200.00
Lee Hy San Esq.	200.00
E. P. Sany	200.00
Arratoon V. Apar and Co.	150.00
A. M. Esabhoj	150.00
Ng Hon Esq.	100.00
Mrs. A. V. Apar	100.00
Ho Wing Esq.	100.00
P. Lai	100.00
Look Poong Shan Esq.	100.00
P. P. Talati Esq.	100.00
Sassoon, Gubbay and Howard	100.00
Union Trading Co.	50.00
M. H. E. Elias Esq.	50.00
J. D. E. Walker Esq.	50.00
A. Wall Washer	50.00
Sidney Michael Esq.	55.00
	\$6125.00

\$49355.70

It is hoped that the \$30,000 promised by Messrs. Ellis Kadoorie and Ho Koon Tong will provide the building, but site is also required and further funds are needed for furnishing and initial expenses and in order to start the Institute on a sound financial basis. The above donations and promises are gratefully acknowledged and further sums, however small, will be thankfully received. Cheques should be made payable to the "Helena May Institute Fund" and may be sent to Mrs. J. H. Kemp at the Law Courts or at No. 3 Gomes Villa, Kowloon.

SOCIAL AND PERSONAL.

Sir Hugh Munro, a Scottish landlord with estates in Forfarshire, arrived here by the Pacific Mail steamer *Korea* yesterday.

Captain P. L. D. Jarrard, 126th Baluchistan Infantry, has been appointed to the Adjutancy of the Bengal Nagpur Railway Volunteer Rifle Corps, which becomes vacant in July next.

Mr. J. Eitzen, Vice-Consul for Norway in Hongkong, has, we learn, been appointed Acting Consul-General for Norway at Shanghai. Mr. and Mrs. Eitzen will leave Hongkong on Thursday.

The Chinese Government has requested the Government of Hongkong to inform the public that certain unauthorized persons have put into circulation documents purporting to be Nanking 8 per cent. bonds of 1912. The public are warned that the only Nanking 8 per cent. bonds recognised by the Chinese Government are those in respect of which detailed particulars have been published in the "Peking Official Gazette" and on which interest is payable at the Bank of China.

According to the Peking correspondent of the Morning Post there is every prospect that China will be again subjected to exactions similar to the Boxer indemnity in connection with the foreign loan during the Revolution. Two million sterling of the Quintuple Loan is to be set aside to meet these claims. The Japanese claims alone exceed £1,000,000, and the German amount is nearly that figure, while the French demand \$200,000. The British, who probably suffered most severely, only claim £150,000. It appears unlikely that China will obtain a modicum of these claims under the present circumstances.

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"EVERYTHING FOR THE HOUSE"

BEST SHEFFIELD ELECTRO-PLATED WARE

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BRUSHWARE OF EVERY DESCRIPTION

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OIL AND ELECTRIC LAMPS.

HEARTH SToves, FIRE SCREENS,

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ETC.

ETC.

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AND COMPANY.

WHITEAWAY'S

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DESK PADS WITH CALENDER

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20 DES VEAUX ROAD, HONGKONG.

A ROYAL DRINK.

"King George IV" Scotch Whisky



"King George IV" is known and appreciated everywhere for its purity, flavour, age, and digestive properties.

THE DISTILLERS COMPANY, LTD.

Large Scotch Whisky Distillers in the World. ROSEBURY, SCOTLAND.

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STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, HONG KONG & YOKOHAMA	MALTA Capt. G. W. Cockman, R.N.R.	About 24th Feb.	Freight and Passengers
SHANGHAI	INDIA Capt. C. C. Talbot, R.N.R.	25th Feb.	Passenger
LONDON, via usual ports of call	ASSAYE Capt. G. J. Oldwell	28th Feb.	See Special Advertisement
LONDON & ANTWERP	NYANZA Capt. K. Jenkins	10 a.m. 18th Feb.	Freight and Passengers

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong.	From St. John N.B.
EMPEROR OF RUSSIA, Tue., Feb. 19.	Sat., March 14.
EMPEROR OF JAPAN, Thu., Mar. 5.	Wed., April 1.
EMPEROR OF RUSSIA, Thu., Mar. 19.	Sat., April 11.

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF JAPAN are new quadruple screw 11 knot turbine steamers of 16,500 tons gross—30,625 tons displacement—fastest, latest and most luxurious on the Pacific.

Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at St. John N.B. with Atlantic Mail steamers as shown above. The EMPEROR OF JAPAN and EMPEROR OF RUSSIA are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA	Optional Atlantic Port £71.10.
EMPEROR OF JAPAN	do do £65.

MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port £23. 10/6 to New York £25. 10/6. Meals and sleeping car across Canada not included in any of above rates. If required such will cost £8 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Canadian Pacific Railway.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c.

Full particulars on application to Agents.

Through passengers are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. WADDICOTT, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
MARSHALLS, LONDON & ANTWERP, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID.	IYO MARU, Capt. Hirase, Tons 12,500.	12,500	WEDNESDAY, 25th Feb., at 10 a.m.
	HIRANO MARU, Capt. H. Fraser, Tons 16,000.	16,000	WEDNESDAY, 11th Mar., at 10 a.m.
VICTORIA, B.O. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA.	AKI MARU, Capt. Noma, Tons 12,500.	12,500	TUESDAY, 24th Feb., at Noon.
	SADO MARU, Capt. K. Asakawa, Tons 13,500.	13,500	TUESDAY, 10th March, at Noon.
KOBE & YOKOHAMA	KAMO MARU, Capt. K. Kawara, Tons 16,000.	16,000	THURSDAY, 26th Feb., at 11 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TOSA MARU, Capt. —, Tons 12,000.	12,000	FRIDAY, 27th Feb., at Noon.
YOKOHAMA	TANGO MARU, Capt. Sekine, Tons 13,500.	13,500	WEDNESDAY, 11th March, at 11 a.m.
SYDNEY AND MELBOURNE, via MANILA, TEHRAN, DAY ISLAND, TOWNS, VILLE, and BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 9,300.	9,300	WEDNESDAY, 11th March, at Noon.
	TANGO MARU, Capt. Sekine, Tons 13,500.	13,500	WEDNESDAY, 8th April, at Noon.
BOMBAY via SINGAPORE, BOMBAY MARU, and COLOMBO.	BOMBAY MARU, Capt. —, Tons 12,000.	12,000	WEDNESDAY, 25th Feb., at Noon.
CALCUTTA via SINGAPORE, SANUKI MARU, PENANG & RANGOON.	SANUKI MARU, Capt. Deguchi, Tons 12,500.	12,500	SATURDAY, 21st February.

† Fitted with new system of wireless telegraphy.

‡ Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

IYO MARU	9,500 tons sails Wednesday 25th February.
HIRANO MARU	16,000 " " 11th March.
KATO MARU	20,000 " " 25th March.
KAMO MARU	16,000 " " 26th April.
KASHIMA MARU	20,000 " " 22nd April.

FOR AMERICA.

AKI MARU	12,500 tons sails Tuesday 24th February.
SADO MARU	13,500 " " 10th March.
YOKOHAMA MARU	12,500 " " 24th March.
AWA MARU	12,500 " " 7th April.

With option of Rail between steamer's calling ports in Japan.

For further information apply to

T. KUBUMOTO, Manager.

Telephone No. 222.

"HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT.

Being a reprint of a series of articles that appeared in the CHINA MAIL.

Price 1/6.

SHIPPING

PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO
via Shanghai or Manila, Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT

Operating the following steamers
MONGOLIA, MANCHURIA, KOREA, SIBERIA
and
NILE, CHINA and PERSIA.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusement, Wireless Telegraphy, Submarine Signal service and Blue Kells.
Cuisine under personal supervision of Mr. V. Moron, one of the world's most famous caterers.
Secure Port of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired.
Through Passengers have the privilege of traveling by Rail between Ports of Kobe and Yokohama.

TO	FROM HONGKONG	ARRIVE MANILA	LEAVE MANILA	TO
1st-Ordnance	18,600 Tons Sailing	TUESDAY, 24th Feb., at 1 p.m.		
SIBERIA	13,000	TUESDAY, 2nd Mar., at 1 p.m.		
CHINA	10,000	SATURDAY, 14th Mar., at Noon.		

For San Francisco via Manila, Nagasaki, Kobe, Yokohama & Honolulu.

HONGKONG-MANILA SERVICE.

FROM HONGKONG. Arrive Manila. Leave Manila. Due Hongkong.

Feb. 21. PERSIA. Feb. 2. Feb. 13. SIBERIA. Feb. 14.

Mar. 14. CHINA. Mar. 10. Mar. 21. CHINA. Mar. 2.

King's Building (opposite Blake Pier).

Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA

JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement. Tons & Speed. Leave Hongkong.

CHIYO MARU.....22,000-21 knots.....Saturday, 7th Mar.

TENYO MARU.....22,000-21 knots.....Saturday, 4th Apr.

NIPOON MARU.....11,000-13 knots.....Wednesday, 8th Apr.

HONGKONG MARU.....11,000-13 knots.....Saturday 25th Apr.

SHIYO MARU.....22,000-21 knots.....

* via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London.....£71-10. Return (6 months) £120.

First Class to New York.....£60. " " £96-10.

" " San Francisco.....£45. " " £68-10.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz,

Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

SEIYO MARU.....18,500-15 knots.....Saturday, 4th April.

ANYO MARU.....18,500-15 knots.....

KIYO MARU.....17,000-14 knots.....

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,

Via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,

Via SUEZ CANAL.

For

SHANGHAI, KOBE and YOKOHAMA

For

MARSEILLES, via Port

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris by rail.

Circular tickets to Europe via SUEZ and SIBERIAN ROUTE and vice versa delivered here.

For further particulars apply to

S. O. de BUSSIERRE, Act. Agent.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

DEPARTURE

ARRIVE HONGKONG

LEAVE HONGKONG

EMPIRE

ST. ALBANS

EASTERN

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are fitted with electric fans.

All State Rooms have Electric Fans. A daily qualified Doctor and a daily qualified Surgeon.

For further particulars, apply to

GLEN INVERSTON & CO.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	SHUNYI	Feb. 18, at 8 a.m.
HAIPHONG	SHUNYI	Feb. 18, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING	Feb. 18, at 4 p.m.
SHANGHAI	YUEN	Feb. 19, at Noon.
ANOU	YUEN	Feb. 19, at 4 p.m.
SHANGHAI	YUEN	Feb. 19, at 4 p.m.
SHANGHAI & TSINGTAU	POOCOW	Feb. 21, Midnight.
SHANGHAI	LIACHOW	Feb. 24, at 4 p.m.
MANILA, CEBU & ILOILO	TEAN	Feb. 24, at 4 p.m.
SHANGHAI	LUCHOW	Feb. 26, at 4 p.m.
SHANGHAI & TSINGTAU	KANGCHOW	Feb. 28, Midnight.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'KANUL'.

MANILA LINE. Twin Screw Steamers 'Chinua', 'Taming', & 'Tea'.

Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, also on 'Taming' and 'Tea'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui', 'Chenan', and the S.S. 'Liangchow', 'Lechow', & 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all European and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES Single \$45 Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For

SHANGHAI, via SWATOW, TAKSANG, THURSDAY, Feb. 19, Daylight.

SINGAPORE, PENANG & LOYAT, THURSDAY, Feb. 19, at 2 p.m.

SHANGHAI, CHOYANG, FRIDAY, Feb. 20, Daylight.

MANILA, YUENSANG, SATURDAY, Feb. 21, at 3 p.m.

SINGAPORE, PENANG & KUNSAUNG, SATURDAY, Feb. 21, at 2 p.m.

SHANGHAI, HANGSANG, TUESDAY, Feb. 24, Daylight.

MANILA, CONGANG, SATURDAY, Feb. 28, at 2 p.m.

SHANGHAI, KOBE & MOI, NAMSANG, WEDNESDAY, Mar. 4, Daylight.

RETURN TOURS TO JAPAN.

The steamers Kungang, Namsang & Loisyng leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Fookang, Kungang, Loisyng, Namsang and Loisyng leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking Cargo on Through Bills of Lading to Koda, Lahad Datu, Singapore, Rawat, Uman, Jasselon and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICES OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

The S.S. FULTALA 4,154 tons gross, Captain H.F. Minett, R.N.R. will be despatched for Yokohama and Kobe on the 21st February at noon, taking cargo and passengers at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For

LONDON & ANTWERP.....'DEN OF AIRLIE'.....About 9th March

LONDON & ANTWERP.....'MERIONETHSHIRE'.....About 8th April

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.....'RADNORSHIRE'.....About 8th March.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.....'DEN OF RUTHVEN'.....About 8th April.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.....'GLENLOCHY'.....About 3rd May.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. JELONGA, 5,206 tons, Capt. J.R.O. Sullivan will be despatched for MIKE, KOBE and MOJI on 22nd February.

S.S. DUNERA, 5,289 tons, Capt. E.G.M. Dickenson, will be despatched for YOKOHAMA, KOBE and MOJI on 28th February.

WESTWARD.

S.S. TORILLA, 5,206 tons, Capt. Swanson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 21st February.

S.S. BILWARA, 5,275 tons, Capt. Rangan, will be despatched as above on 28th February.

The above steamers have excellent accommodation for passengers and are fitted with

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANYHOMEWARD PASSENGER SEASON, 1914.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer Yokohama	Steamer to Colombo	Leave Shanghai	Leave Hongkong	Connecting Steamer from Colombo to Marseilles and London	Due at Marseilles	Due at London (1 day later)
Jan. 8	EGYPT	Jan. 10	Jan. 11	MOULTAN	Feb. 13	Thursday
Jan. 22	DEVANHA	Jan. 24	Jan. 25	31M. REA	Feb. 27	Mar. 5
Feb. 5	CHINA	Feb. 7	Feb. 8	14 MALOJA	Mar. 13	Mar. 19
Feb. 19	ASSAYE	Feb. 21	Feb. 22	28 MARMORA	Mar. 27	Apr. 2
Mar. 5	INDIA	Mar. 7	Mar. 8	14 MOLEDAVIA	Apr. 10	Apr. 16
Mar. 19	DEVANHA	Mar. 21	Mar. 22	28 MEDINA	Apr. 24	Apr. 30
Apr. 2	ARGENTIA	Apr. 4	Apr. 5	11 MONGOLIA	May 8	May 14
Apr. 16	DELTA	Apr. 18	Apr. 19	25 MALWA	May 22	May 28
Apr. 30	ASSAYE	May 2	May 3	9 MOULTAN	June 5	June 11

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

1st SALOON	"A"	Accommodation	SINGLE	2nd RETURN	2nd
1st SALOON	"A"	Accommodation	SINGLE	2nd RETURN	2nd
2nd SALOON	"A"	Accommodation	SINGLE	2nd RETURN	2nd
2nd SALOON	"A"	Accommodation	SINGLE	2nd RETURN	2nd

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMER	Leave Yokohama	Leave Shanghai	Leave Hongkong	Leave S. POPE	Due at Marseilles	Due at London
BORNEO	Jan. 8	Jan. 10	Jan. 11	Jan. 27	Feb. 23	Mar. 1
NANKIN	Jan. 20	Jan. 22	Jan. 23	Feb. 10	Mar. 9	Mar. 15
NYANZA	Feb. 5	Feb. 7	Feb. 8	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 19	Feb. 21	Feb. 22	Mar. 10	Apr. 9	Apr. 15
NILE	Mar. 5	Mar. 7	Mar. 8	Mar. 24	Apr. 21	Apr. 27
MALTA	Mar. 19	Mar. 21	Mar. 22	Apr. 7	May 6	May 12
SEIVA	Mar. 31	Apr. 2	Apr. 3	Apr. 21	May 19	May 25
INDIA	Apr. 14	Apr. 16	Apr. 17	Apr. 30	May 28	June 4
NAMUR	Apr. 28	May 1	May 2	May 20	June 18	June 24

* New Steamer
These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON 250 SINGLE 275 RETURN

2nd SALOON 140 SINGLE 165 RETURN

FARES TO MARSEILLES

1st SALOON 240 SINGLE 265 RETURN

2nd SALOON 130 SINGLE 155 RETURN

FARES TO MARSEILLES

1st SALOON 240 SINGLE 265 RETURN

2nd SALOON 130 SINGLE 155 RETURN

FARES TO MARSEILLES

1st SALOON 240 SINGLE 265 RETURN

2nd SALOON 130 SINGLE 155 RETURN

FARES TO MARSEILLES

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2nd SALOON 130 SINGLE 155 RETURN

FARES TO MARSEILLES

1st SALOON 240 SINGLE 265 RETURN

2nd SALOON 130 SINGLE 155 RETURN

FARES TO MARSEILLES

SHIPPING

AUSTRIA LLOYD.



Under Mail Contract with the Austrian Government
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via Suez, Colombo, Aden, Suez, Port Said.

S.S. AFRICA, 8,840 tons, will leave as above on 15th March at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tip, no inside Cabin. Doctor
Stewardesses Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £30, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).
Via Suez, Colombo, Bombay, (Karachi), Aden, Suez, Port Said.

S.S. VO WAERTS, 12,900 tons, will leave as above about 3rd March.
These Steamers, of large tonnage are fitted with comfortable one class accommodation for saloon
passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £45.

RAILWAY FARES Triest-London.

Via Venice, Milan, S. Giorgio, Lussino, Paris, Calais, or Boulogne, Class I £14, II £12, III £10.
Via Venice, Milan, S. Giorgio, Lussino, Paris, Calais, or Boulogne, Class I £14, II £12, III £10.

Via Vienna, Cologne, Bremen, Ostend, Dover, Calais, II £12, III £10.
Via Munich, Cologne, Bremen, Ostend, Dover, Calais, II £12, III £10.

TO SHANGHAI:

S.S. AFRICA, 8,840 tons, will leave as above on 4th March, at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £24, 2nd £14, 3rd £8.

TO KOBE, VIA SHANGHAI, YOKOHAMA.

S.S. AUSTRIA, 14,000 tons, will leave as above about 2nd March.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and
South America.

SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO MILWAUKEE & ST. PAUL
RAILWAY CO.

Connecting at TACOMA & SEATTLE with
THE CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route
from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the
U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.O. AND TACOMA via JAPAN PORTS.

Steamers
TACOMA MARU T. Hamada Saturday, 14th Feb. at 1 p.m.
PANAMA MARU J. Kanoo Wednesday, 4th March at 1 p.m.
SEATTLE MARU T. Saito Saturday, 21st March at 1 p.m.
MEXICO MARU N. Kobayashi
CHICAGO MARU L. Goto
CANADA MARU H. Yamamoto
Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless
Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted
rooms for carrying R.R. Trains and Parcels. Special attention given towards
Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG
AND COLOMBO.

Steamer
LUZON MARU K. Suwara Sunday, 8th March a.m.
SAIGON MARU T. Yamaguchi
INDO MARU K. Komiyama
For MOJI, KOBE & YOKKAICHI.

Steamer
SAIGON MARU T. Yamaguchi
LUZON MARU K. Suwara
INDO MARU K. Komiyama
For MOJI, KOBE & YOKKAICHI.

Steamer
SAIGON MARU T. Yamaguchi
LUZON MARU K. Suwara
INDO MARU K. Komiyama
For MOJI, KOBE & YOKKAICHI.

Steamer
SAIGON MARU T. Yamaguchi
LUZON MARU K. Suwara
INDO MARU K. Komiyama
For MOJI, KOBE & YOKKAICHI.

Steamer
SAIGON MARU T. Yamaguchi
LUZON MARU K. Suwara
INDO MARU K. Komiyama
For MOJI, KOBE & YOKKAICHI.

Steamer
SAIGON MARU T. Yamaguchi
LUZON MARU K. Suwara
INDO MARU K. Komiyama
For MOJI, KOBE & YOKKAICHI.

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SAIGON MARU T. Yamaguchi
LUZON MARU K. Suwara
INDO MARU K. Komiyama
For MOJI, KOBE & YOKKAICHI.

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INDO MARU K. Komiyama
For MOJI, KOBE & YOKKAICHI.

Steamer
SAIGON MARU T. Yamaguchi
LUZON MARU K. Suwara
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S.S. ASSYRIA 3rd Mar. For Marseilles, Havre & Ham-
S.S. HOERDE 17th Mar. burg.

S.S. SUDWARK 18th Mar. For Marseilles, Havre, Rotter-
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